

**95/2a**  
**M 282/332/332C**

## **Tightening method for big end bearing bolts on M 332 C engines**

<b>The only lubricants allowed for the big end bearing bolts are oil or grease!</b>
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The most **reliable and exact** method to ascertain the required pretension is a measurement of the bolt extension. The big end bearing bolt extension is **0,65 ± 0,05 mm**. For measurement use tool no. **3.9100-240** (stock no. 223 912 180).

### **I. Tightening of the big end bearing bolts used until now**

Tighten nuts mutually in 2 steps by means of the wrench W4 until the **markings (punched cylinder numbers)** on bearing cap and nut coincide.

### **II. Tightening of the new big end bearing bolts (with built-in bearing)**

- 1. Tightening according to torsional angle.** Tighten the A-side by hand as far as possible (full gap on the B-side). Then tighten the bolts until the gap is "0". Tighten the bolts on the A-side until the residual gap is "0". Please ensure that the gap on both sides is "0"!

Mark the position of the nuts and apply a torsional angle of:

**140° +10° (max. 2,5 hexagon !)**

- 2. Tightening according to torque.** Fit the big end bearing cap together with the bearing shells. Tighten nuts mutually in 2 steps with the following torques:

First step = 450 Nm

Second step = 860 Nm

**When using new big end bearing bolts and nuts the bolt extension must always be checked and, if necessary, be retightened. The position of the bolts and nuts to the connecting rod should be marked by figure stamps (the respective cylinder number). Camshaft side: Standing figures. Exhaust gas side: Lying figures.**